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# Hongkong Daily Press.

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No. 13,830 號十卷百周年第 日卷十月陸年期十二精光 HONGKONG, THURSDAY, JULY 17TH, 1902. 廣州報 號七十月柒年式零百九仟壹英港香 PRICE, \$2<sup>1</sup> PER MONTH

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TIME TABLE.

TIME DATA.

7.30 a.m. to 6.00 p.m. Every 10 minutes.

6.00 a.m. to 6.30 a.m. Every 15 minutes.

6.00 a.m. to 6.30 a.m. Every 10 minutes.

6.45 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 2.45 p.m. Every 15 minutes.

2.45 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.45 p.m. Every 15 minutes.

3.45 p.m. to 4.15 p.m. Every 10 minutes.

4.15 p.m. to 4.45 p.m. Every 15 minutes.

4.45 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

5.30 p.m. to 5.45 p.m. Every 10 minutes.

5.45 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 6.45 p.m. Every 15 minutes.

6.45 p.m. to 7.00 p.m. Every 10 minutes.

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Extra cars at 11.00 p.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Com-  
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JOHN D. HUMPHREY & SON  
General Managers.

Hongkong, 1st October, 1901.

1901

VICTORIA  
CYCLE  
EMPORIUM.

The pleasure of cycling consists in having

a fresh and invigorating exercise.

Establishments are always ready to give respect-

We are Agents for the famous NEW  
HOVEY & MACKENZIE CYCLES

and we supply every description of

Bargains can be had in Second-hand Machines

Repairs executed with promptitude and skill

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43 & 45, Queen's Road East.

Hongkong, 1st April, 1901.

1901

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FACTORY, MACAU.

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IN CHINA. All houses should be lime-washed

with this Lime. It gives an colour of whiteness

and will not wash off.

It is a decided check on

playboy houses.

It is invaluable for building purposes, having been

tested and found to be 70% lime.

It is the

surest lime for building purposes.

Orders will be received and filled as can

be seen and prices quoted on application.

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Hongkong, 16th June, 1901.

1901

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ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

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THE ELITE OF WHISKY—  
THE "PALL MALL."

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

EVERYBODY SHOULD TRY THESE ITEMS

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1901

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Statistical Year Book 1902.

1901

Naval Administration, by Vice-Admiral

Hamilton.

Mechanism of Man of War, by Old Know

1901

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Naval Gunnery, by Capt. Garbett.

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Twentieth Century Inventions, by

Sutherland.

The Life of a Century, by Hodder.

1901

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Ping-Pong, The Game and How to

Play It, by Parker.

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Work in Zola.

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The Love of Cathay, by Martin.

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The Land of the Blue Dawn, by Mrs.

Archibald Little.

1901

ANALOGIES AND CURIOSITIES OF MEDICINE,

by Gould and Pyle.

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1901

## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## WINE AND SPIRIT MERCHANTS.

## SHERRY.

	Per Doz. Per Bot.
B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	\$10.80 80.90
C. MANZANILLA PALE NATURAL SHERRY, White Capsule	12.00 1.00
C.C. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	14.40 1.20
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	16.20 1.35
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	24.00 2.00

B. C. & C.C. are excellent Dinner Wines.  
D and E are "After-Dinner Wines of  
VERY FINE VINTAGE."

## ALL ARK SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres:—

	Per Doz. Per Bot.
LIGHT DRY	\$15.00 \$1.25
SOLERA	21.00 1.75
VERY PALE DRY	21.00 1.75
FULL GOLDEN	24.00 2.00
PALE DRY NUTTY	27.00 2.25
FINE OLD BROWN	36.00 3.00

## MADEIRA.

	Per Doz. Per Bot.
GOOD	\$15.00 \$1.25
FINE	24.00 2.00

A. S. WATSON & CO.,  
LIMITED,

## THE HONGKONG DISPENSARY.

## [31]

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS, Codes: A.B.C. 6th Ed. Lieb's P.O. Box, 33. Telephone No. 12.

## MARRIAGE.

On the 9th June, at Jerusalem, Palestine, RACHEL, elder daughter of the late B. D. BENJAMIN of Shanghai, China, to Dr. ALBERT ABOUMARIN.

1065

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 17th July, 1902.

The game of bluff which Russia has been practising in Corea is interesting. It is a noteworthy fact that Russia has never hitherto gained anything from war, and has almost invariably had to retire when she tried its arbitrament, and understanding so much it is strange that she has so many times been permitted to revert to the old game. Russia, checked in Europe, has as a result been thrown all the more on Asia, and here amongst the decayed Mahomedan states of Central Asia has found a congenial field for her devouring hunger. She is in that stage of semi-civilisation when the sole idea of progress present in her mind consists in overrunning her neighbour's territory, little better in fact than in the days of JINGIS KHAN, and the result to the unfortunate inhabitants who fall into her clutches but little less destructive. She has succeeded in carrying her arms from the Caspian to the Pacific Ocean, and being unable to go any further in an eastward direction is now turning south at the expense of her comparatively settled, though unready, neighbours of Corea. The unexpected events at Peking, and the premature disclosure of the plot between Count LANSDOFF and Li HUNG-CHANG, came all too early, and took Russia herself unawares, and that amiable Power found her hand forced, and had with an undignified display of bad temper to disclose the intended plot. That wily statesman had fortunately for the world momentarily overreached himself, and placed himself in direct opposition to the rest of the Europea

Powers. England had, equally fortunately, succeeded in gaining the confidence of the Yangtze Viceroy, and between them the secret engagements between the late Li HUNG-CHANG and the Russian Minister were refused ratification. True, Russia was practically in occupation, but the occupation to be of any effective utility was straining the financial resources of Russia to a point very nearly exceeding her limits of resistance, and Japan was quietly biding her time to take advantage of the very evident flaw. Japan, it is true, is herself somewhat embarrassed, but her means in a case of this sort, where her continued existence as a first-class Power is in question, may be considered as untouched. Under the circumstances, as in the face of Japan's command of the sea, any threat of attack from Russia would lead to contemptuous derision, Russia decided to strengthen her naval force in the Far East, so as to be able if necessary to tackle Japan on her own element. This is one explanation of Russia's intention to send out four more battleships besides additional cruisers. But is Russia, when we come to examine her ability, likely to undertake such a task? To exercise any weight in the councils of Europe, Russia is in the habit of keeping a respect-

able fleet in home waters; she has lately, it is true, been strengthening her navy, but even for England it would prove inconvenient to send out so large a reinforcement, and we may certainly be permitted to doubt Russia's ability, without reducing her home force to inutility, to make any such addition to her Asiatic squadron. Russia is not in any wide sense open to attack from sea. Even during the Crimean War, when England had all the will, and was complete mistress of the sea, she did not succeed in making much impression with her fleet, and Russia's defences seaward are more formidable now than they were then. Still for many reasons Russia cannot afford, having any regard to her prestige, to withdraw her fleet altogether from Europe. Russia knows enough of England to understand the position. England, however complaisant might be her ministry for the time being, could not afford to stand by and see her neighbour in Japan at Russia's feet. A serious defeat of Japan would mean, as England well understands, far more than the mere loss of prestige in the Far East. It would, in fact, be a danger to her Empire in Canada and Australia, and any danger in so vital a spot would call forth her very last resources. There is, in fact, in this Corean affair between England and Japan a hand far stronger than that of mere sentiment; and of this Japan has a sufficient inkling to be able on her part to do a little bluffing. On the whole, though Count LANSDOFF has shown a want of temper unusual in the Russian Foreign Office, it is not likely that he will drift so far from his traditions as to venture on hostilities, where success is impossible; and we may safely assure ourselves that with all her desire to spread herself, Russia will end as she has begun, by retiring as gracefully as possible from an untenable position. It is not pleasant to have to draw back when the prize of patient preparation seems almost within her grasp, but the game of bluff is at all times a dangerous one, and most dangerous when the enemy has not only the cards, but the knowledge of the game being played.

During the day ended at noon yesterday four new cases of plague were reported, all Chinese, three fatal.

The British battleship *Humber* left on Tuesday for Woithaiwei, and the sloop *Rinaldo* yesterday for Shanghai.

The second tie in the Water Polo Shield competition will be played at 4.45 p.m. to-day between the 80th Co., R.G.A., and the Royal Welsh Fusiliers.

The British torpedo-destroyer *Janus*, Lieut. Corlett, left the Harbour yesterday on a trial spin, but had to put back owing to mishap to one of her flanges. When the accident occurred, the vessel was making her maximum speed of 22 knots. The *Janus*, despite her slow speed, is of the most modern type of destroyer. It is rather an eloquent fact that the *Handy*, a boat of the same class but of much older type, made 25 knots last week against a heavy sea.

The following is the programme of the entertainment which is to be given to-night in the Kowloon Institute on behalf of the Institute:—

Song ..... "River of Years" ..... Mr. Hay

Song ..... "Ever and Always" ..... Mr. Sill

Song ..... "Apollo March" ..... Miss Holmes

Song ..... "The Flight of Angels" ..... Mr. Palmer

Song ..... "I dreamt a dream" ..... Mr. Gray

Trio ..... "Three Little Maids" ..... Miss Holmes

Song ..... "That Gal's Mouth" ..... Mr. Ireland

Song ..... "Accompanist, Mr. MORSE"

"Poor Pillicoochy."

CHARACTERS

Mr. Pillicoochy (unscrupulous) Mr. H. K. Holmes

Captain Scuttle ..... Miss Holmes

Mrs. Pillicoochy ..... Miss Holmes

Mrs. O'Scuttle ..... Miss Holmes

Sarah (maid of all work) ..... Miss Holmes

Sounds—Mr. Pillicoochy's shop.

Mr. E. J. Pierpoint, chief warden of Victoria Gaol, left by the Empress of Japan yesterday on a year's leave.

Owing to demands on our space, certain correspondence has had to be held over till to-morrow.

The *Manila Times* is informed that Aguinaldo was sick at Liberty on Saturday, 5th inst., and, immediately after packing up his effects, left for parts unknown.

The Hongkong Volunteer Corps has now actually been changed into Garrison Artillery. On Tuesday shooting practice with the 6 in guns was engaged in at Belcher's, and results were obtained which justified the alteration in the character of the corps.

Moss's Morton & Gibson, Hongkong, have been entrusted with the removal of the s.s. *Pakshan*, which sank in the Harbour on the night of Monday, 2d June. The wreck of the *Pakshan* is now marked by two buoys painted green, with "wreck" in white letters, and carrying red lights at night. Vessels are cautioned not to approach within 100 feet of these buoys.

The tramp steamer *Nest*, Captain Peart, carrying coal from Moji to Hongkong for the Mitsu Bisan Kaisha, has established a good record by bringing down in six months no less than twelve cargoes. A fair average for the trip is considered to be sixteen days. Her average is about a day less than that, a very creditablefeat considering that she has had to run up in ballast against the prevailing monsoon. The *Nest* is bound for the Mercantile Shipping Co. of London.

The Empress of Japan, which left yesterday for Vancouver, is the steamer by which the Hongkong Volunteer Contingent is due by contract to return. The atmosphere of uncertainty prevails as to whether the Contingent will embark upon the date originally arranged or remain until after the Coronation, which would entail only about three weeks' extra stay. At headquarters no information is to be had on the point. The contract with the steamship company has not been cancelled, however.

Speaking of the Pacific Mail Co.'s new steamer *Korea*, the *Kobe Chronicle* says:—The P. M. Company certainly needs some more expedition steamers on the route. The mail via San Francisco, arriving in Kobe on the 8th inst., brought London dates of May 21st, and on the same day, a mail via Seattle was received with dates up to the 7th ult. At present the San Francisco route is often less expeditious than that by way of Suez. On the 8th inst. the French mail and the English mail via Suez came in together, the former with dates up to the 30th May and the latter with dates up to the 6th June. Whatever else can be adduced against the P. & O., it certainly keeps up its reputation for quick delivery of mail.

A cable has been received at Auckland, New Zealand, dated Sava, July 18, and containing the following information:—The steamer *Wanaka*, which passed Hunter Island, reports that the latter is in a state of eruption. Cracks were observed on the east side of the island, and sulphur and smoke were seen issuing from the crater. A slight shock of earthquake was felt at Fiji at 1.35 this morning. Hunter Island is uninhabited. It is directly in the track of the steamer from Sydney to Fiji, and, being volcanic in character, has often been observed to be active by passing vessels. It is described as a volcanic block 974 ft. high, at its base half a mile, north by south, by one-third of a mile across. From the abrupt wooded slopes jets of sulphurous vapour issue, but it is evident from the cable news that there has been some fresh outbreak. There are 40 fathoms of water within half a cable of its base, and no outlying dangers. It is situated in latitude 22deg. 24min. south, longitude 172deg. 5min. east.

The *Evening Times* had two notes recently upon the somewhat vexed question as to the name which is to be given to the recent agreement with the Boers. It has been stated in some quarters that it cannot be called a treaty because a treaty can only be made with a sovereign Power, something which may be described as a "person" in international law.

The well-known Treaty of Limerick on October 3, 1691, with soldiers who were undoubtedly technically rebels. Its provisions were violated by the English, but it has never been violated by the Boers. It is to be noted that it was a "treaty," and it was repeatedly referred to as such in the House of Commons.

A second instance occurred at the conclusion of the Federal war in 1865, which was complicated by the assassination of President Lincoln. The treaty was practically arranged between General Sherman and General Johnston.

Mr. Stead has in the June number of the *Review of Reviews* the following paragraph, entitled "A Sinister Anniversary":—The Thirty-first of May, long a notable date in the English calendar, is now doubly famous or infamous. On the 31st of May, 1453, the English burnt Jeanne d'Arc at Rouen, and rejoiced in the perpetration of one of the worst crimes since the Crucifixion, believing that they had thereby riveted their hold on France. On the 31st of May, 1902, the British exhort from the Boers their consent to the loss of their national independence. The burning of Jeanne d'Arc was as popular in England of Henry the Sixth's reign as the destruction of the Boer Republic has been in England of Edward the Seventh's. Both were glorious victories, and signal manifestations of the conquering might of England. The sequel of the first was the total loss of our French dominions, save Calais. What will be the sequel of the second? If the analogy holds good, the total loss of all our South African dominions, save Simon's Bay.

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Song ..... "Accompanist, Mr. MORSE"

"Poor Pillicoochy."

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Mrs. Pillicoochy ..... Miss Holmes

Mrs. O'Scuttle ..... Miss Holmes

Sarah (maid of all work) ..... Miss Holmes

Sounds—Mr. Pillicoochy's shop.

The *Sanko* tunnel, the longest in Japan, was bored through on the 6th inst. The work was started in December, 1896. The length of the tunnel is 15,246 feet (nearly three miles). The tunnel is on the Government Central Railway.

A report from the Japanese Consul at Newchwang states that the number of cholera cases there up to the 4th inst. was 475, of which 492 had been fatal. In 42 cases a cure was effected. 28 cases were under treatment. About one-third of the Bean Oil factory employees have left and several of the companies have closed their works.

The *Rudecino Maltese*, a small sloop which has been thoroughly overhauled in Hongkong, fitted with new propellers, etc., for service in the Philippines, went on her trial trip on Tuesday and made satisfactory speed. Mr. H. E. Carmichael was superintendent engineer. The steamer is 130 feet long by 22 feet beam and 11 feet depth. Captain T. Groves will take her across to Manila.

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The anxiety of members of the House of Commons that their votes in the divisions should be recorded is of comparatively recent origin. The issue of the printed lists of the divisions began so late as 22nd February, 1886. Macaulay mentions that lists of course wholly unauthorised were for the first time in our history printed and dispersed for the information of constituent bodies at the general election of 1890.

The *Kobe Chronicle* understands that the Japanese Government has decided that the cruisers *Asama* and *Takasago* shall remain at Sheerness until the date of the Coronation ceremony has been fixed. When this is done the cruisers will take a trip along the Continental coast, returning to Sheerness again in time to take part in the celebrations. Orders to this effect have been telegraphed to Admiral Ijima, in command of the fleet at Sheerness.

On the authority of the Japanese Foreign Office, it is now stated that the Chinese Government has decided to establish a Camphor Monopoly Office in Fohkien, placing the manufacture and sale of camphor under the control of the Japanese. It is not correct, however, to say that the monopoly right of the camphor trade is to be conceded to the

## LABOUR TROUBLES IN MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 8th July.

During the last week of May, Manila began to believe the rumour then circulated concerning the imminent strike of all native labourers. Nothing definite was contained in the rumour and it was more or less regarded as mere idle talk, probably circulated by some enterprising Filipino schemers. Then the rumour gradually assumed definite shape; the City Street Department was reported to be in danger of losing all its labourers, thus causing the municipal improvement work to come to a standstill; servants were to go out with the rest of the unskilled labour; and all were to stand by the standard of unionism until the mercenary white employers extended the pipe of peace and a 50 per cent. increase in all wages to the over-worked brown brothers. With the possible hardships of having to "blanco" his own shoes, wake himself up in the morning, and put himself to bed at night, staring him in the face, the average inhabitant talked about the situation so loudly and long that on 3rd June the papers chronicled the first information obtainable concerning the pending revolt of labour against tyrannical capital. McCullough & Co., one of the large local printing houses, received a cool demand from all of its native labourers for a 50 per cent. increase in wages.

Isabelo de los Reyes, ex-editor of the Filipino organ *Justicia*, perpetrated in Madrid during the Filipino insurrection against Spanish rule in these Islands, saw an opportunity for the re-assumption of his rapidly rising agitational activities and jumped into the breach and proudly announced himself as the engineer of the movement. A postscript to the verbal announcement was to the effect that he was also able to call out every native workman in Manila on short notice. The arguments used by Reyes and his compatriots were that increased house-rent, price of food and other minor necessities of life, etc., demanded that the Filipino receive wages more in keeping with the native's proper station in life. Besides McCullough & Co., several firms along the water-front were affected, among whom McCullough & Co., stevedores, were perhaps the principal sufferers. At the most opportune moment during the operation of loading ships upon short notice, the native labourers quit and demanded 20 per cent. increase. This necessitated the paying of a large increase in the salary list and brought on a consequent decrease in the profit. The Manila Press united in the belief that the best relief for the situation was Government intervention, presumably by the importation of foreign labour. The situation was not exactly "well in hand," and had begun to look seriously alarming.

The American Chamber of Commerce on this day announced that it would soon hold a meeting to deal with the subject. In an interview Isabelo was noticed to have marked symptoms of stage fright, his attitude having changed considerably, evidently brought about by the sight of the harm he had done, and he vigorously expressed a wish to arbitrate. "To show that he would make a very bizarre martyr, it is only necessary to read between the lines of his following speech made at the *Centro de Bellas Artes*. After tendering his resignation as president of the union, he proclaimed himself in unmistakable terms as one unashamed of the somewhat disconcerting process of shuffling of the mortal coil." (Insert "dear workmen" ad libitum for fifteen minutes.) "Do not care if the Americans shoot me for what I have done for my dear workmen. The government is watching every movement of this union. I do not care for myself, but what I do care for is the welfare of my dear workmen." (Insert "dear workmen" ad libitum for fifteen minutes.) "Do not say I cannot be substituted, to say that would be an offence against our nation and myself, for it would imply that there are no other Filipinos worthy of taking my place and would not bring the union to a successful issue. We want Americans capital and at the same time we want our workmen paid enough to enable them to live decently. Our union comprises eight branches, a fact of which I am gaudily proud—lithographers and bookbinders, tailors, machinists and mechanics, barbers, printers, map-makers and architects, cigar-makers, clerks. In addition to these there is a woman's section for dressmakers and tobacco factory girls." After more unimportant discussion of future policy, etc., the meeting was closed. He stated immediately afterwards to a reporter on the spot: "I am not now the president of the union and I do not wish to have any further connection with it, except as a friendly adviser to the Filipino workers. I would suffer as much as any one if wages are increased, being a large land-owner and employer of native labour myself." On 14th June a meeting of the American Chamber of Commerce was held. The most prominent employees of native labour addressed the meeting, the result of which was the appointment of a committee to confer on the best means to deal with the situation. On 16th June, the employees of Kerr & Co., commission merchants, and the Tabacalera Co., wholesale tobacco firm, went out on strike. This swelled the total estimated number of strikers to 1,000. The English Chamber of Commerce called a meeting for ten o'clock of this day. All the native butchers in the markets of the City also buried the hatchet with a vengeance, and struck terror to the souls of the consumer. Of that gentle and tender inhabitant of our best known watering-places, the carbuncle. All the natives who were talked to by the agitators seemed to take a childish delight in striking. It was a novelty to them, a sort of continual *festiva*. One 17th June an informal meeting of the American, English and Spanish Chambers of Commerce was held, the result of which was a challenge direct to the union, in the shape of

a resolution to the effect that resistance of the present unjust efforts for increase was the best policy, same being the result of agitators' fiery speeches. On 8th June Isabelo again showed his love for his "d.w." etc., by presenting to the U.S. Philippine Commission a petition that the walls surrounding old Manila be demolished and houses for labourers erected on the space left vacant, together with hospitals for "has-beens" reading rooms, Y.M.C.A., etc.

On 11th June the silver lining back of the black clouds began to show through. The striking employees of McCullough & Co. returned to work at the old rate. Perhaps the fear of type-setting machines might have influenced them, perhaps also their bread-consuming machines might have had some effect on the tenor of their opinions. McCullough & Co. and Buskirk saw old familiar faces back at the same old jobs, and all the other firms were granted the privilege of placing old names on the same old pay rolls at the same old rate. As full proof that it is a thing of the past, orators of the street corners are now coming to the front with full and detailed explanations of how it happened and why it happened. However, this is a significant sign of the times. The Filipino has found that he can cause a large amount of trouble in the business world, and although he has failed this time, the experience was not unpleasant, and he may wish to try it again. The next time he will have a better organisation and no doubt put up a better resistance. In Manila the supply of labourers, skilled and ordinary, is never equal to the demand, and positions cannot be filled as they may be in cities having a Chinese population to draw upon. With wages at the present high rate, a week's work will produce enough to support a family for a month provided the family lives beyond the crowded districts, in the outlying barrios where food is the only considerable item of expense. Again the Filipino is inordinately fond of clubs and unions, and he will pay a few cents subscription, sign a list, wear a badge, smoke cigarettes, and live the life of an ideal law-abiding striker until an empty stomach drives him to work, and this is an unusual condition in a country where nature provides so beautifully.

THE CIGAR TRADE.

Another correspondent writes: — The Manila cigar trade is at present brought to a complete standstill in view of the general strike of the cigar-makers ordered by their union. It seems that the operatives demand nearly fifty per cent. increase in the wages, which the factories are unable to concede, as in that case the cigars would have to be sold at a very high price, which would curtail the sales. In order to fight the Labour Union, the cigar factories had all combined forming a sort of a Cigar Manufacturers' Union, and they have agreed that when one factory is closed on account of the strike of its operatives, all the factories should close. A general strike has now been in force since the 7th instant and it is estimated that it will continue for a week or two before any settlement is arrived at. The Cigar Manufacturers' Union recognises the necessity of increasing the wages in view of the increased cost of living consequent upon the American occupation, but some of the demands of the Labour Union are so unreasonable that if granted it would severely affect the cigar trade altogether. Hence the deadlock.

POLICE COURT.

Wednesday, 16th July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

THIEVING CARETAKER.

A Chinese bunch-back, a miserable-looking little bit of four feet-six humanity, denied that he had stolen and sold eleven chrysanthemums whilst acting as caretaker of a native sing-song club in Hollywood Road.

The master of the club said there were about sixty chairs on the premises, and when he came to take an inventory he found that the eleven which the defendant was charged with stealing were missing. Subsequent investigations revealed the guilt of the latter, who probably thought that eleven chairs would not be missed out of such a number.

His Worship sent him to prison for three weeks with hard labour.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

INDIAN GAMBLERS.

Chinese gamblers in the Police Court are so very common that a welcome variety almost is imparted to the proceedings when a batch of gamblers of another nationality face his Worship. Nine Indians were run to earth by Sergeant Marston in a house in Hollywood Road, on Tuesday night, and they were so dismobilised by the sudden and totally unexpected entrance of the police that they could only sit and stare whilst the cards and money staked were being collected.

They were fined \$3 each.

A NEW FIRE-BOAT.

The new water-boat *Tubig*, built at Hongkong, arrived safely at Manila on the 8th instant, having done the journey across in 4 days, 10 hours. Captain Scott, late of the U.S. Naval dispatch-boat *Zebra*, took the boat over. The *Tubig* is consigned to Armstrong and Mackay, but it is understood that she is destined for the Compania General de Tabacos de Filipinas. She is equipped with powerful wrecking pumps. Captain Scott gives the following much credit for constructing such a strong craft. His only danger lay in the boat capsizing in the long, monsoon swell developing into a typhoon, which might wash boiler and machinery from the deck, where they make the vessel top-heavy. The *Tubig* is registered by ton, but her immense water-tanks carry 250 tons. She has a very big boiler space.

## LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

SOUTH AFRICA.

DR. WET'S SPEECH.

London, 16th June.

Addressing the inmates of the Boer concentration camp at Winburg, and the large commando which surrendered there on Friday, Gen. De Wet heartily thanked the Boer women for all they had done for the cause of liberty. If the Boer women had been led to stand the burghers would, he asserted, have surrendered long ago. Referring to the present position, De Wet reminded his hearers that they were now, in the first instance, under British Government. He himself was now a British subject, after having fought till there was no more hope. It is a thoroughly lawful government to-day, he concluded. "God having thus decided in summing us up as a Christian people to be faithful to our new Government. Let us submit to God's over-riding will. I exhort you to serve the new Government loyally with myself and other burghers."

THE PRETORIA PLOT.

London, 16th June.

The Pretoria plot reported a week ago was discovered through an officer who understood Dutch overhearing one of the plotters naming Sir accosting General Beyers in the street. The plotters' rendezvous was an empty house whence they had excavated a passage which was already within 10 yards of Lord Kitchener's residence. The statement made in the House of Commons on Wednesday night by Sir Michael Hicks-Beach has been favourably commented upon in Continental circles. The Berlin critics seem to be particularly well pleased with the Chancellor's utterance. The New Zealand Premier, now on a visit to England for the Coronation festivities, is convinced that Great Britain will grant the colonies some concessions, though not to the extent of endangering free trade.

ORIGINAL BOER BOMBING.

London, 16th June.

The original strength of the Boer forces has been estimated as follows:—

In concentration and prison camps	42,000
Dead, wounded, and sick	11,000
Recent captures	9,000
Surrenders	18,000
	80,000

The "recent captures" referred to are those who were made prisoners during Lord Kitchener's latest drives, but who had not been sent into prisons or camps when peace was proclaimed.

ARRANGING THE FINANCES.

London, 16th June.

In the House of Commons yesterday, Hon. J. Chamberlain, Secretary of State for the Colonies, stated that the £3,000,000 mentioned in the terms of the Boer surrendered document did not apply to the compensation which would be paid to the Cape Colony and Natal loyalists for damage wrought during the war. A sum of £4,000,000 would be provided for the latter purpose, and made chargeable to the Transvaal colony out of the first loan raised. In the case, however, of damage done in Cape Colony by rebels or natives, the expenses of providing compensation would fall upon the Cape Government.

GENERAL NEWS.

INSURANCE AGAINST THE KING'S ILLNESS.

London, 16th June.

West-End tradesmen to cover themselves against possible loss, are heavily insuring the King. Since His Majesty's attack of lumbago, Lloyd's are charging 20 guineas per cent. to insure that the Coronation procession will take place before the end of July. The previous rate was four guineas per cent.

IRISH LAND SALE AGITATION.

London, 17th June.

A widespread plan of campaign has been organised throughout Ireland, including many districts of Ulster, in support of the compulsory sale of land scheme advocated by Mr. T. W. Russell, M.P. In order to provide funds, the tenants are asked to deposit in a "war chest" 25 per cent. of their respective valuations. The landlords are also combining, and a stiff fight is expected.

THE U.S. STEEL TRUST.

London, 17th June.

The Chancery Court of the State of New Jersey has forbade the re-formation of £40,000,000 of the United States Steel Trust preferred stock by the issue of £50,000,000 bond. The prohibition is based upon the argument that such a re-formation would impair the rights of these shareholders who were not exchanging.

The Court also upheld the preferred shareholders' rights vested prior to a special statute which was passed through the New Jersey Legislature during the present year, maintaining that the directors were unable to alter holdings without the consent of the people concerned. An appeal has been entered.

A WHISKY COMBINE.

London, 17th June.

The principal distillers in Scotland are combining to check the over-production of whisky.

SPEECH BY SIR J. COLMER.

London, 17th June.

Sir John Colmer last evening read a paper before the members of the London Chamber of Commerce, in the course of which he maintained that the effect of the South African war was greater upon British trade in colonial and Indian ports than at home. The demands of the Empire for water-cargoes averaged 25,000 tons per hour, both day and night, and he considered that there was an urgent necessity to afford encouragement to private enterprise in order to develop the speed, endurance, and carrying capacity of our liners. Such assistance should be afforded on conditions binding the shipowner not to transfer the vessels to foreign proprietors, and, in time of war, to receive armaments, guns, and, etc. Every son of this oceanic Empire longed to contribute his mite for keeping the sea clear in time of war, the surest condition for ensuring economic survival, territorial safety, and maritime peace.

IRELAND AND THE CORONATION.

London, 18th June.

The Irish Nationalists members of the House of Commons have resolved that "owing to the misgovernment of Ireland," they cannot participate in the proceedings when a batch of gamblers of another nationality face his Worship. Nine Indians were run to earth by Sergeant Marston in a house in Hollywood Road, on Tuesday night, and they were so dismobilised by the sudden and totally unexpected entrance of the police that they could only sit and stare whilst the cards and money staked were being collected.

THE NEW FIRE-BOAT.

London, 18th June.

The new water-boat *Tubig*, built at Hongkong, arrived safely at Manila on the 8th instant, having done the journey across in 4 days, 10 hours. Captain Scott, late of the U.S. Naval dispatch-boat *Zebra*, took the boat over. The *Tubig* is consigned to Armstrong and Mackay, but it is understood that she is destined for the Compania General de Tabacos de Filipinas. She is equipped with powerful wrecking pumps. Captain Scott gives the following much credit for constructing such a strong craft. His only danger lay in the boat capsizing in the long, monsoon swell developing into a typhoon, which might wash boiler and machinery from the deck, where they make the vessel top-heavy. The *Tubig* is registered by ton, but her immense water-tanks carry 250 tons. She has a very big boiler space.

PRECAUTIONS AGAINST ANARCHISTS.

London, 18th June.

The Continental and English detectives are co-operating to prevent an influx of Anarchists into London during the Coronation. A number of Anarchists who recently quitted Zurich and Geneva for Switzerland have been traced to France where they are waiting an opportunity to make their way to England. Captain Scott gives the following much credit for constructing such a strong craft. His only danger lay in the boat capsizing in the long, monsoon swell developing into a typhoon, which might wash boiler and machinery from the deck, where they make the vessel top-heavy. The *Tubig* is registered by ton, but her immense water-tanks carry 250 tons. She has a very big boiler space.

the House of Commons last night, Mr. John Morley accused Sir Michael Hicks-Beach, Chancellor of the Exchequer, of opening wide the door to protection, and also vaguely hinting at an alteration in the financial relations now existing between the motherland and colonies.

The effects of the substitution of colonial for foreign produce world, Mr. Morley maintained, be to raise the price of raw material, increase the cost of manufacture, handicap Great Britain abroad, and "play ducks and drakes" with a great trade for the sake of a relatively small sum. It would be disastrous to interfere with the ramblings of that fiscal policy which was the basis of Great Britain's opulence and credit.

An animated debate ensued, in the course of which Sir Michael Hicks-Beach disclaimed any idea of using the crown tax to alter the fiscal policy of the nation. The tax was necessary, Sir Michael stated, to meet the financial requirements of the moment. It was not the Government's policy to try and encourage colonial trade by initiating a tariff war with Great Britain's best customers. The talk about preferential duties was merely trailing a red herring over the score.

The House divided:

Against the amendment	251
For the amendment	118

Government majority

133

The third reading of the measure was fixed for Monday.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed., Lieber's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

\$10.00 REWARD.

## LOST.

A FOX TERRIER BITCH, in pup; white, with black head, tan lower jaw, and very small black spot on left flank. Answers to name of "BESSIE."

The above reward will be paid to any person bringing her to me at the Harbour Office between the hours of 10 and 5.

BASIL TAYLOR.

Hongkong, 17th July, 1902.

## WANTED.

A PORTUGUESE CLERK with Good Handwriting and some experience in Bookkeeping.

Apply to— GROSSMANN & CO.

Hongkong, 17th July, 1902.

## NOTICE TO MARINERS.

HONGKONG HARBOUR.

REFERRING to Government Notification No. 347 of 1902, the Wreck of the S.S. "PAKSHAN" is now marked by TWO BUOYS painted green with WRECK in white letters, and which will carry red lights at night.

Vessels are cautioned not to approach within 100 feet of these buoys.

R. MURRAY RUMSEY,

Ret. Com. R.N.

Harbour Master, &c.

Harbour Department,

Hongkong, 16th July, 1902.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

## "HAICHING."

Captain Hodgins will be despatched for the above port TOMORROW, the 18th inst., at Noon.

For Freight, or Passage, apply to

JOUGLAS LAPEAK & CO.,

General Managers.

Hongkong, 16th July, 1902.

## "GLEN" LINE OF STEAMSHIPS.

FOR LONDON via SUEZ CANAL.

THE Steamship

## "GLEN TURRET."

Captain R. Webster will be despatched as above on the 3rd August.

For Freight, apply to

MCREGOR BROS. & GOW,

Hongkong, 17th July, 1902.

## WANTED.

LARGE SECONDHAND SAFE in Good Condition.

Apply to— C. B.

Care of Daily Press Office.

Hongkong, 12th July, 1902.

BRITISH NORTH BORNEO.

## WANTED.

A NEXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state salary required to:

DIRECTOR OF PUBLIC WORKS.

Sandakan.

Hongkong, 4th February, 1902.

## WANTED.

A COMPETENT PERSON to take Charge of Two Little Girls on voyage to England in return for passage, &c. Must be good sailor.

Apply—

Care of Daily Press Office.

Hongkong, 7th July, 1902.

WANTED IMMEDIATELY.

FOR One Month, a SMALL HOUSE or FLAT. Unfurnished or Furnished. State Rent required.

Address—

Care of Daily Press Office.

Hongkong, 19th June, 1902.

SITUATION WANTED.

A YOUNG ENGLISHMAN, with three years' experience in Mercantile Firms, offers his services to any local firm or abroad at very moderate terms.

Apply to—

"CLERK."

Care of Daily Press Office.

Hongkong, 11th July, 1902.

## WANTED IMMEDIATELY.

A NEXPERIENCED PORTUGUESE CLERK for Canton. ARNHOLD, KARBERG & CO. Hongkong, 30th June, 1902.

## WANTED.

A N ASSISTANT ELECTRICAL ENGINEER. Apply by letter only, giving Copies of References to—

MANAGER,

Hongkong Electric Co., Ltd.

Hongkong, 11th July, 1902.

## TELEGRAMS: "CARMICHAEL," HONGKONG, A.C. Code, 4th Edition.

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 21st June, 1902.

## ENTERTAINMENT

## KOWLOON INSTITUTE.

## CONCERT

Will be held in aid of the Funds of the above Institute.

TO-DAY (THURSDAY),

17TH JULY, AT 9 P.M.

FARECE ENTITLED

"POOR PILLODDY."

Tickets \$1 and 50 Cents.

Hongkong, 16th July, 1902.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (FRIDAY),

the 18th JULY, 1902, at 3 P.M.

(ON BOARD)

THE BRITISH IRON BARQUE

"GROSVENOR"

(Registered 516 Tons).

as she now lies in Hongkong Harbour, with all her

MATERIALS, SAILS, RIGGING, CABLES,

GEAR, APPURTENANCES, STORES,

&c., &c.,

TO ONE LOT.

Length 165 feet; beam 28 feet; depth of

hold 17 feet 3 inches. Carrying Capacity 700

Tons deadweight.

The Vessel will be recently fitted with

NEW SET OF SAILS, NEW TOP GALLANT MASTS, NEW JIBBOOMA, &c.

The Vessel to be at Purchaser's Risk on fall of Hammer, when one-third of purchase money is to be paid.

A Launch will convey intending purchasers leaving Blake Pier at 2.30 P.M., on date of Sale.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 11th July, 1902.

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VESSELS ON THE BERTH  
OCEAN STEAMSHIP COMPANY.

FROM STEAMERS DUE  
GLASGOW had LIVERPOOL "ANTENO" On 31st July.  
GLASGOW and LIVERPOOL "DARDANUS" On 8th August.  
GLASGOW and LIVERPOOL "PROMETHEUS" On 14th August.  
GLASGOW and LIVERPOOL "PYRHEUS" On 20th August.  
GLASGOW and LIVERPOOL "DIOMED" On 28th August.  
GLASGOW and LIVERPOOL "JASON" On 3rd September.

OUTWARDS  
FOR STEAMERS TO SAIL  
LONDON "SARPEDON" On 2nd July.  
LONDON "ULYSSES" On 3rd August.  
LONDON and ANTWERP "TELEMACHUS" On 13th August.  
LONDON "ANTENOR" On 2nd September.  
LONDON "DARDANUS" On 16th September.  
LIVERPOOL DIRECT (Taking Cargo at London Rates) "PYRHEUS" On 20th September.  
For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS, O. S. S. C. O.

Hongkong, 15th July, 1902.

VESSELS ON THE BERTH  
THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON,  
THROUGH BILLS OF LADING ISSUED FOR, BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

## THE Steamship

## "BENGAL"

Captain A. L. Valentini, carrying His Majesty's  
Mails, will be despatched from this for Bombay,  
on SATURDAY, the 13th July, at NOON,  
taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceeding  
direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transhipment.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to  
E. A. HEWETT,  
Superintendent,  
Hongkong, 9th July, 1902.

[1]

NOTICE TO CONSIGNEES  
FROM HAMBURG, BREMEN,  
ANTWERP, PENANG AND  
SINGAPORE

## THE H. A. L. Steamship

"C. PERD. LAEISZ"  
Captain Fuchs, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned, and to  
take immediate delivery of their Goods from  
aboard.

Optional Cargo will be forwarded, unless  
notice to the contrary be given before NOON,  
TO-DAY, 14th inst.

Any cargo impeding the discharge will be landed  
into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited, and stored at Consignees' risk and  
expense.

No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 21st inst. will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 21st inst., at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSON & CO., LTD.

Agents.

Hongkong, 14th July, 1902.

NOTICE TO CONSIGNEES  
FROM CALCUTTA, PENANG AND  
SINGAPORE

## THE Steamship

## "LIGHTNING"

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.

Cargo impeding the discharge will be landed  
at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. on the  
16th inst. will be landed at Consignees' risk and  
expenses into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company,  
Limited.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IMMEDIATE  
delivery of their Goods from alongside such cargo impeding the discharge  
of the vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
DAVID SASSON & CO., LTD.

Agents.

Hongkong, 14th July, 1902.

## STEAMSHIP "YARRA"

COMPAGNIE DES MESSAGERIES  
MARITIMES

## NOTICE

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM

## MIDDLESBOROUGH,

## ANT-

## WERP,

## LONDON,

## PORT SAID,

## COLOMBO,

## AND

## SINGAPORE.

## THE Company's Steamship

## "SANUKI MARU"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.
Optional Goods will be carried on unless in-  
structions are given to the contrary before  
NOON, TO-DAY, 15th inst.
Goods not cleared by the 22nd inst. will  
be subject to rent.
All ship-damaged packages must be left in the  
Godowns and notice of same sent to this Office  
before the 24th inst., or claims in connection  
therewith will not be recognized.

## No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 14th July, 1902.

[2]

NIPPON YUSEN KAISHA.

Agent.

Hongkong, 15th July, 1902.

[1]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,

ADEN, KARRACHI, BOMBAY, CO-

LOMBO, PENANG AND SINGAPORE.

THE Steamship

"CHINA"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained. Yards will be  
landed Lap-Say Wan Godown Lot No. 1295.

Optional Cargo will be discharged here un-  
less notice to the contrary be given immediately.

This Steamer brings Cargo from Levant ports  
ex. ss. Epero and ss. Espero.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 22nd of July, or they will not be  
examined on the 21st inst., at 3 P.M.

All damaged packages will be examined on  
MONDAY, the 21st Jul., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 14th July, 1902.

[1]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained. Yards will be  
landed Lap-Say Wan Godown Lot No. 1295.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 20th of July, or they will not be  
examined on the 19th inst., at 3 P.M.

All damaged packages will be examined on  
MONDAY, the 21st Jul., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,

Agents.

Hongkong, 14th July, 1902.

[1]

REGULAR SERVICE TO NEW

YORK,

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE

PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1902

"ATHOLL" ... About 31st July.

"LENOX" ... 14th Aug.

"HEATHBURN" ... 21st Aug.

"RICHMOND CASTLE" ... 7th Sept.

"AFRIKA" ... 20th Sept.

"HILLGLEN" ... 30th Sept.

For Freight and further information, apply to  
DODWELL & CO., LTD.

Agents.

Hongkong, 15th July, 1902.

[1]

REGULAR SERVICE TO NEW

YORK,

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE

PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1902

"BEN" LINE OF STEAMERS.

Agent.

Hongkong, 16th July, 1902.

[1]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"MARIA VALERIE"

having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained. Yards will be  
landed Lap-Say Wan Godown Lot No. 1295.

No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 20th of July, or they will not be  
examined on the 19th inst., at 3 P.M.

All damaged packages will be examined on  
MONDAY, the 21st Jul., at 3 P.M.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE

Agents.

Hongkong, 14th July, 1902.

[1]

REGULAR SERVICE TO NEW

YORK,

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT PHILIPPINE

PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1902

"BEN" LINE OF STEAMERS.

Agent.

Hongkong, 15th July, 1902.

[1]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

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"MARIA VALERIE"

having arrived, Consignees of Cargo are hereby  
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and Kowloon Wharf and Godown Co., Limited,  
whence delivery may be obtained. Yards will be  
landed Lap-Say Wan Godown Lot

## POST OFFICE NOTICES

Parcel Mails for Europe, &c., for a.a. *Bengal*, will close at 3 p.m. to-morrow. The *Balkar*, with the English Mail of the 20th ult., left Singapore on Saturday, the 12th inst., at 4 p.m., and may be expected here to-day. This Packet brings replies to letters despatched from Hongkong on the 10th May.

The *Bengal*, with the American Mail (or City of Peking) on board, left Shanghai on Monday, the 14th inst., and may be expected here to-day.

The *Globe*, with the American Mail, left Yokohama on Saturday, the 12th inst., at daylight, and may be expected here on or about Sunday, the 13th inst.

## MAILS WILL CLOSE

FOR	PER	DATE
Canton		Thursday, 17th, 7.30 A.M.
Swatow		Thursday, 17th, 9.00 A.M.
Chingtu and Nanchang		Thursday, 17th, 11.00 A.M.
Macao		Thursday, 17th, 11.15 P.M.
Shanghai		Thursday, 17th, 2.00 P.M.
Kuehling		Thursday, 17th, 3.00 P.M.
Kumelut and Simshui		Thursday, 17th, 4.00 P.M.
Shanghai and Chinkiang		Thursday, 17th, 4.00 P.M.
Foochow		Thursday, 17th, 5.00 P.M.
Yokohama and Kobe		Thursday, 17th, 5.00 P.M.
Shanghai		Thursday, 17th, 5.00 P.M.
Canton		Thursday, 17th, 5.00 P.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne		Thursday, 17th, 5.00 P.M.
Swatow		Friday, 18th, 11.00 A.M.
Singapore, Colombo and Bombay		Friday, 18th, 1.00 P.M.
Swatow		Friday, 18th, 3.30 P.M.
Manila		Saturday, 19th, 10.00 A.M.
ENGLAND, &c., India via Takuorin. (Cast Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Printed matter and samples, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail.)		Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
Bengal		Letters, 11.00 A.M.
Singapore, Fanning and Calcutta		Letters, 11.00 A.M.
Swatow and Shanghai		Letters, 11.00 A.M.
Swatow, Amoy and Tamsui		Letters, 11.00 A.M.
Tiencin		Letters, 11.00 A.M.
NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		Letters, 11.00 A.M.

TO-DAY.  
Concert, Kowloon Institute, 9 p.m.  
"TO-MORROW.  
Sub. ship *Groveson*, Hongkong Harbour.  
Mr. Geo. F. Lammert, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

16th July.

ON LONDON.—  
Telegraphic Transfer ..... 1.81  
Bank Bills on demand ..... 1.81  
Bank Bills at 30 days' sight ..... 1.81  
Bank Bills at 4 months' sight ..... 1.81  
Ges. Bills at 3 months' sight ..... 1.81  
Documentary Bills, 4 months' sight ..... 1.81  
Ges. Bills at 4 months' sight ..... 1.81  
Bank Bills, on demand ..... 1.21  
Ges. Bills at 3 months' sight ..... 1.21

ON GERMANY.—  
On demand ..... 1.77

ON NEW YORK.—  
Bank Bills on demand ..... 4.21  
Ges. Bills 60 days' sight ..... 4.21

ON BOMBAY.—  
Telegraphic Transfer ..... 1.204

Bank, or demand ..... 1.20

ON CALCUTTA.—  
Telegraphic Transfer ..... 1.294

Bank, or demand ..... 1.29

ON SHANGAI.—  
Bank, or sight ..... 7.4

Pr. 1/2, 30 days' sight ..... 7.5

ON YOKOHAMA.—  
On demand ..... 18.10 p.m.

ON MANILA.—  
On demand ..... 2 p.m.

ON SINGAPORE.—  
On demand ..... 1.12 p.m.

ON BANGKOK.—  
On demand ..... 10.43

ON HONGKONG.—  
On demand ..... 1.12 p.m.

ON CHINA.—  
On demand ..... 1.12 p.m.

ON TAIPEH.—  
On demand ..... 1.12 p.m.

ON TAKAO.—  
On demand ..... 1.12 p.m.

ON TAIPEH.—  
On demand ..... 1.12 p.m.

ON HONGKONG.—  
On demand ..... 1.12 p.m.

ON TAIPEH.—  
On demand ..... 1.12 p.m.